



Vernon Yacht Club

TILLER TOPICS

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Vernon Yacht Club
7919 Okanagan Landing Road
Vernon, BC ,V1H 1H1**



Debbie, Maureen, Dale and Destanne on Phoenix

Okanagan Women's Keelboat Regatta: our very own **PHOENIX** was leading the whole regatta with three firsts, one second and one third. (see page 6)

Delivery Address:

October 2010 Features

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*For more Pig
Roast pictures—
look at our
website.*

Anny Gustavson
enjoying her meal at the Annual Pig Roast

Do you have ideas for Tiller Topics, do you have an opinion you would like published? Tiller Topics gratefully accepts your submissions. Please drop them off at the club or e-mail them to tiller@vernonyachtclub.com

VYC - 2009—2010 Executive

7919 Okanagan Landing Road, Vernon, BC V1H 1H1

| Name: | Position: | Home: | Work: | Cell: |
|----------------------------|-----------------|----------|----------|----------|
| Tim Amy (Kerry) | Commodore | 542-6322 | 833-2444 | 833-2444 |
| Steve Bertram (Alicia Kay) | Vice Commodore | 547-0025 | 306-7575 | 306-7575 |
| Lawrence Johnson(Candace) | Rear Commodore | | 260-8003 | |
| Rick Reichelt (Toby) | Staff Captain | 558-5598 | 542-5550 | 309-2311 |
| Bob Montguire (Katie) | Fleet Captain | 545-8851 | | 308-7879 |
| Gary Pearson (Sandra) | Treasurer | 979-0359 | 717-5700 | 859-5800 |
| Terri McLennan (Rod) | Secretary | 549-5056 | 549-2558 | 307-7140 |
| Jim Caldwell (Susan) | Past Commodore | 260-5846 | | 540-5846 |
| Dean Myrfield (Lacey) | Director 1 Year | 558-3636 | 549-5251 | 308-6904 |
| Dave Atkins (Fay) | Director 1 Year | 542-2668 | | 550-0186 |
| Dan Irvine | Director 1 Year | 549-0119 | 549-4161 | 549-0119 |
| Allen Dubeski (Mary-Ann) | Director 2 Year | 549-4531 | 545-9188 | 558-8478 |
| Jerry Spelchan (Holly) | Director 2 Year | 545-4564 | | 549-0051 |
| Mike Thomas (Gillian) | Director 2 Year | 545-8501 | 545-8501 | 549-0320 |

Vernon Yacht Club **phone** number 545-5518
 Vernon Yacht Club **fax** number 545-0388

Please leave a message if no one is there to answer your call.
 All phone messages are followed up.

Vernon Yacht Club - **Email Address:** office@vernonyachtclub.com
 Vernon Yacht Club - **Website:** www.vernonyachtclub.com

Office hours: Tuesday and Thursday from 8:30 am until 2:00 pm.
 Occasional changes to these hours will be posted on the office door.

Important Notice to All Members: If you access the clubhouse with your key card and are confronted with **the alarm going off while you are inside**, please follow this procedure: Re-swipe your card at either entrance. Then call the security company and identify yourself and have them cancel the alarm. The phone number is posted at both entrances. If you fail to do this, the club can be billed up to \$150.00. Your cooperation is greatly appreciated.

* **Submissions for Tiller Topics** can be sent via e-mail to:
 tiller@vernonyachtclub.com

****Deadline for submissions:** the second week of each month.

Tiller Topics' Team to date:

Hanny Kooyman - Layout & Design
 John Clark - Proof Reading
 Cees Kooyman - Mailing
 Terry Rudersdorfer - Website
 Allen Dubeski - Advertisement

Regular Contributors:

Kerry Richardson -Book Corner;
 Bouquet of Roses;
 News Reporter.
 Doug Stewart -CPS News
 Ron Heuman -Security Team
 Carol Craske -Valley Girls; Rac-
 ing; Sailing Lessons
 Dave Atkins -Messing about in
 Boats
 Dave Horsham -Sailing Fleet
 Dan Irvine -On the Water Front
 Patricia -Newcomer's Point
 Rudersdorfer of View

Executive members and
 many occasional writers and
 photographers.



Commodore's Report

Tim Amy

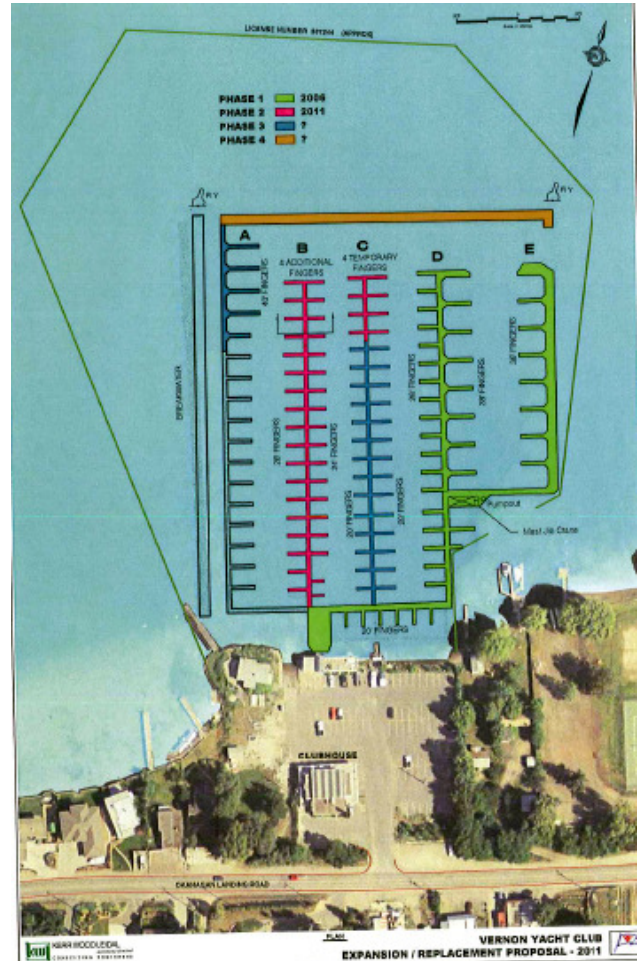


Your VYC Executive team members have been busy. Some results are visible, others not. From researching and installing the weather station now accessible on line, to

talking with adjusters and underwriters to replace carpet, meetings with interior designers and sound engineers about lounge improvements, meeting with Vernon City sewer engineers to improve the quality of VYC sewage (it can be made to flow up hill), researching water lease calculations, planning for Halloween party, discussion of how to accommodate voluntary credits to a member's account, and actively recruiting new members. In addition your volunteer Executive members manage their own businesses, participate in family activities and are frequently out on the water.

After measuring, re measuring and re re measuring we now have a handle on estimates to replace and extend B dock and to temporarily extend C dock. **Come to VYC 7 pm Wednesday September 22, 2010 for a non voting information meeting** concerning costs/benefits of Phase II of long term plan to renew and expand the docks.

Later in this meeting, if you have suggestions, thoughts as to how your Club might be improved, adapted to members interests, time will be allocated and your Executive would like to hear these, stated briefly and positively.



We have the plan and the estimates and our lenders agreement in principle. Demand for moorage continues, material and labour and financing costs are favourable. To proceed with Phase II in February 2011 will require a majority vote of regular members, with the Fall 2010 AGM the usual venue for such a vote.

So come on September 22 to review Phase II of moorage renewal proposal and to share your positive ideas for improving your Club.

Tim Amy

Rear Commodore's Report

Lawrence Johnson



A big thank-you to all that volunteered and helped with the Pig-roast last weekend; it was a big success this year.

We are coming to the close of the season and I am asking all members to join in and help with the **Fall Clean-up** which is scheduled for the weekend of **October 16 and 17 of 2010**. Any and all help is appreciated, the more hands the smaller the job. Looking forward to a good turn-out for the fall clean-up and thanks again to all that have contributed their time to the club this year.

Regards,

Lawrence Johnson

The club has had an exciting and eventful year and continues to grow

and improve with the hard work of the volunteers and directors. We have made many improvements to the club and the marina and continue to work on further improvements as we move forward.

Fleet Captain's Report

Bob Montguire



I cannot believe it is September and I am already receiving requests for winter storage. This was a very busy year and the time has just flown past.

identify the owner if required. The forms for storage are available at the office. The moorage committee will look after placing the decal on your trailer. On Sept. 22nd there will be an information meeting regarding the expansion of B and C dock. This a very important project and all members should attend so that they understand the expansion both physically and financially.

Please remember to fill out a winter storage form before parking your boat on club property. All boats must have a decal on their boat trailer so that we can

I unfortunately will be away on vacation and will not be back until Oct 5th. If you have any questions regarding moorage, please contact the office or Ken Smith.

Bob Montguire

Staff Captain's Report

Rick Reichelt



Hello All,

So far not a great end to the summer, weather wise, but the Clubhouse is still doing well. The pig roast was well attended and I would like to thank all of you who helped out to make it a success.

Plans are well under way for improving the acoustics and the atmosphere in the clubhouse.

Members can top up there Yacht club bucks through Rachael in the office; please remember these must be used by the end of the year if you do this. The next big event we are planning is a **Halloween Party for Saturday Oct.30**; details to follow but keep that night open for what should be a great party. See you all soon.

Thanks, Rick.



Vernon Yacht Club Minutes Summary

Sept 13, 2010

By Teri McLennan, secretary

- Will be getting a laptop to display weather and upcoming events in the clubhouse.
- Non-voting Phase II dock expansion meeting Sep 22 at 7pm.
- Will be moving forward with acoustic coverings and new lounge furniture.
- New breakwater lights are here and ready to be installed.
- Will be upgrading washroom doors.
- Looking at replacing carpet downstairs as well as adding a sound system.
- We are getting Sirius.
- Another (2) members have joined!
- Pig Roast was a huge success. Thank you to all the volunteers.
- Will be setting up a Fire Extinguisher recalibration/recharge Day.
- Will be getting a reader board for up by the road to advertise events.
- Halloween party in the works, decorations, live band and catering by Blue Heron. Stay tuned for details.
- May have a separate public event on Halloween day for kids and families. May provide hot chocolate, candy and hot dogs. Stay tuned.

Full executive meeting minutes are available in the office.



SUN! FUN! AND WIND!!!!

OKANAGAN WOMEN'S KEELBOAT REGATTA

On the August 21st weekend, the third annual Okanagan Women's Keelboat Regatta was held in Penticton hosted by the Penticton Yacht Club. Three teams from Vernon attended the event which was the strongest showing of all the clubs on the lake considering we are a club of only 300 members AND we had the furthest to travel! Kelowna had four teams (membership 1000), Summerland two teams (membership 200) and Penticton one team (membership 250). **Phoenix** and **Captivator** travelled down the lake to take part; **Sandi Simpson** was able to borrow a San Juan 7.7 from the PYC. We were greeted with a deck party and rum punches – mmmmmmmmmmm. Day One was perfect with winds of 5 – 6 knots and by the end of Day One, our very own **PHOENIX** was leading the whole regatta with three firsts, one second and one third. Phoenix's team of **Debbie Gittins, Maureen Soichuk, Dale Olson** and **Destanne Norris** were awesome, fantastic and hot! It was no easy task to stay ahead of Contagious from Kelowna which was helmed by Gillian Thomson (who came second in the 2007 Nationals)

but they did it!!!! Meanwhile in C fleet, there was one boat that had a male mentor on board and in order to even up the odds, he was required to wear a skirt and lipstick all day while racing. **Fred Trautmann** was a good sport wearing a fashionable hula skirt with a flowered bra and pink lipstick. Oo la la, Fred! Not every guy can pull it off. Saturday night we were treated to excellent food and entertainment. There was one song that we called Vernon's song and it had all of the Vernon fleet up stomping their feet. It was great to see young ladies and some lads (under the age of 12- our future sailors) dancing up a storm. Afterwards we stumbled to our beds. The parking lot of PYC looked like a campground with several motorhomes, tent trailers, etc.

Day two, the winds picked up considerably. It was white capping, gusting and waves were about 1-2 foot high. Keeping upright was the main order of the day. Although Phoenix put up a tough fight, Contagious was able to pull ahead giving Phoenix second in B Fleet. **Sandi Simpson, Sharon** and **Jude** on Ivana braved the strong winds to come in second in C fleet.

A very good showing for the Vernon boats and since OWKR 2011 is being hosted in Vernon, we will have an even better showing next year. Plans are already underway for a racing clinic. Every year we get stronger and when one team improves, we all improve. I am so proud of all of the sailors and look forward to next year. Special thanks to Penticton Yacht Club, Fred Trautmann and Steve Portman for all their hard work on the regatta.



THERE ARE GOOD SHIPS, AND THERE ARE WOOD SHIPS, THE SHIPS THAT SAIL THE SEA. BUT THE BEST SHIPS ARE FRIENDSHIPS, AND MAY THEY ALWAYS BE!

Carol



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Special thanks to Dave Atkins for his assistance with this project especially with the awesome roof mount which he built for the sensor array. After correcting a few minor technical issues, the club's weather station is now officially available for all members.

Weather Station Details:

Understand, for those of you who started viewing the station online from day one, you may have noticed some strange readings; no wind, inside temperatures always matching outside temperatures, and at one point the temperature even dropped to -18 !!! Yikes!!! Other issues we had were wind direction out by 180 degrees and station time out by 12 hours. As stated all these issues have now been corrected.

The club's weather data is automatically uploaded to weatherlink.com; user: vyc and to CWOP; user: DW5735

The weather station information can be viewed by several methods:

Onsite

- There is a Station Console located in the Club's Office Window which can be viewed from outside on the ground level. (We are currently exploring other options for onsite viewing similar to what the Kelowna Club has.)

Online

- From the club's website or directly from <http://weatherlink.com/user/vyc> ; from <http://www.findu.com/cgi-bin/find.cgi?call=DW5735> ; by using a smart phone with Internet access (<http://weatherlink.com/user/vyc>)

Web Cam:

For members that either don't use OR don't have access to IE (Microsoft Internet Explorer), I have found a solution that allows the WebCam to be viewed without IE ... There are FREE IE ADD-INS available for NON IE Browsers that EMULATE IE. Go to www.ietab.net from where you can install an IE Tab for either Google Chrome OR FireFox ... I have confirmed both of these work with the club's Web Camera link ... FireFox appears to offer the better solution as it allows you add the link so the next time you view the camera it automatically switches to IE mode.

Happy Boating

Terry





Safe Winter Storage

Yikes!! The boating season draws to an end, a sad time for us all. For the Security Team it means cooler shifts, and increased use of the lights..... which brings us the problem of keeping them charged. One ingenious member numbered the lights and asked fellow team members to record which one had the greatest charge. It seems to be working, otherwise I will have to get a third light into the system. In any case the team members remain dedicated and committed to keeping our Club, marina and fellow member's property under surveillance. So far, all is good.

Time for members to think of safe winter storage. While the Security Team will be there to provide a physical presence, members are reminded that they must do their part, whether you store your boat in the Marina or on Land. Things to consider are: securing your trailer so it will not

move in windy conditions (it has happened), placing locking devices on the trailer hitch, locking all entranceways and compartments, putting away easy access items like ladders, covering and securing outboard motors left on boats, and coming by periodically to take a look to see that all is well. While at the Club, take a moment to look around to see if something is amiss with other member's property. It may be a good idea to leave some contact info on your trailer/boat so if something is amiss you can be notified.

Members helping members makes our Club a safe place to store your boat for the winter.



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Messing About in Boats

by
Dave Atkins

Where did the summer go? Did you get in as much boating as you had hoped? Probably not, but if the boat was in the water and used at all it is probably time to start thinking about putting it away. Some boats stay in the water all year and are used even through the winter, but most are put away till the weather warms up again next year. Which ever of these categories you fall into you need to prepare for winter. As you know it gets cold around here and the water freezes. If it is the lake freezing you are worried about, you really can't do much about it, but any fluids that freeze in the internal parts of your boat can do a lot of damage. A few years ago we had a sudden early freeze and a few weeks later I was in one of the boat dealers shops and there on the floor was a row of about 5 or 6 V8 engines all with cracked blocks from the freeze, the

owners hadn't been prompt enough in draining the coolant and adding anti-freeze. An expensive mistake. There are many books and magazine articles on winterizing boats and you may even have the manufacturers handbook that will have specific information for your boat. You have a choice, do it yourself, pay someone to do it for you or neglect it, and pay the price later.

While the boat is laid-up for the winter you can still do some winter "boating" by taking a course from the Canadian Power Squadron and getting more informed. Things change over the years and if you haven't taken much interest other than driving your boat, you may want to catch up with changing rules and regulations, or check up on the latest safety requirements and procedures. You may be able to find some time between the ski trips and the holidays in warmer climes.

Apart from the normal winterization of the vessel, winter is often a good time for modifications to the

equipment on board. You may want to update the electronics, they change so fast these days, or you may want to try your handiwork and build some new fittings which will make life easier. It is not unusual for a boater to figure that they can improve some of the mass produced equipment that is fitted in the boat. If you are the "Handyman" type you may well be able to spend time in the workshop producing a new fitting or piece of furniture to improve life aboard. It is always satisfying to feel that you have improved the boat beyond what they did in the factory.

Boating is a year round activity and even if you can't get on the water when its -30 C you will probably be reading about it, or thinking about next season, reading magazines, planning the next cruise or lusting after a "better" boat. Real boaters have a lifetime addiction.

Dave

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GOOD TIMES The Annual Pig Roast

This month, the Annual Pig Roast was undertaken by many, to honor the "tradition" of the "pig on the spit". On Saturday evening, September 11th, Mike Thomas, "cool" MC for the evening, guided diners to a buffet of delicious salads, warm vegetable pepper medley, spiced dressing, creamy mashed potatoes, with gravy and applesauce to compliment tender pork slices of meat. The Blue Heron, once again, demonstrated their culinary talents with flair!

For those unfamiliar with this timely September event, much preparation goes "in hand" to wrestle the "piggie" to the spit, and attend to its succulent finality. Those members who made this event unfold follow: Reg Maidment, Bob Montguire, Steve Kramer, Brad Perepolkin, Jillian Thomas, Chuck and Harry, and new members, Jo and Mike.

Did you notice the decorations, Hawaiian style? Bright colorful tablecloths with center pieces designed with white sand, sea shells, and sand dollars...are we there yet, in that land of palm trees, flamingoes, and leis. Visions of this cozy evening with "shimmering" green palm trees still linger, due to the amazing creativity and energy of Betty Labelle.

What would such an evening be without "Boogie Nights" playing some of the favorite "two step", toe tapping music, selected by "Pat", DJ for sound? The night seemed to fly by with people like Annie and Gerald just "dancing

Cont. page 13

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Sailing Fleet Report

Aug—Sept

Okanagan Women's Keelboat Regatta.

Three boats made the long trip south to Penticton in mid August, to compete in the Okanagan Women's Keelboat Regatta. Boats skippered by Debbie Sangster., Carol Craske and Sandy Simpson put in a good showing for VYC, with Debbie on Phoenix just missing top spot in B fleet by two points.

New Mast Gantry.

Sailing fleet members are still working on details of the proposed new mast gantry to be situated on the dolphin next to the new pump out, watch this space for more details.

Commodores Cup.

Five Vernon boats joined in the total of over 30 boats competing in this years Commodore's Cup that took place in Kelowna this August. Keith and Debbie Sangster picked up 3 place on Phoenix in a very tough 525 fleet, while Rob Ladan on Airborne 2 and Mike O'fallon on Tsonqua picked

4th places in their respective fleets. A total of over 30 boats made for a weekend of exciting and colourful racing.

Sunday Afternoon Racing.

With the day's getting shorter, racing moved to Sunday afternoons at the end of August. The first Sunday proved to be a challenge with blustery winds and light rain. Another problem was encountered when it was found that the 'D' mark had dragged and was now sitting in 3ft of water just off Kin Beach.

End To End.

This year's race took place on Sept 17th -19th. Dave Simpson on Windfall and Rob Ladan on Airborne 2 will attempt to bring the trophy back to Vernon. Full details in next months TILLER TOPICS.

Dave

From page 11 Pig Roast

away" to the hits and lyrics of husky Van Morrison, sultry Rod Stewart, and Chubby Checker's boppin', "Let's do the 'twist'!"

Throughout the evening MJ and many others were the "behind the scenes" members who ensured that everything flowed smoothly with food, beverage, and anything that you might need. "Muchas gracias" MJ and all, and especially for the set up and cleanup to make such an event "great fun"!

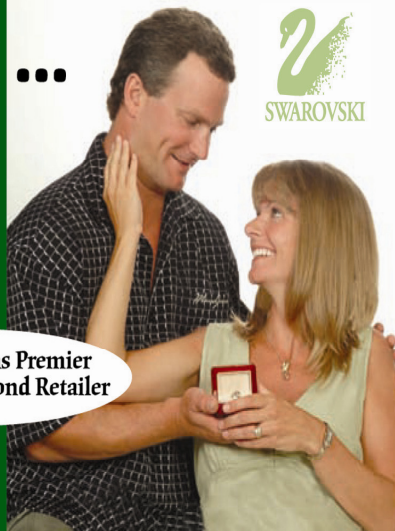
To top the occasion off you had to pass the "dessert" display on the way out. If you hadn't sampled the chocolate mousse or the cherry cake delight, there were those pink icing coated "piggie faces" ... those "melt in your mouth gotta have one more" crunchy cookies. Yes, we had to stop the car, come in the door, and leave with "just one more". Simply scrumptious! Thank you Angie Romaszewski! You are amazing at bringing an evening of fine food and music to a satisfying close!



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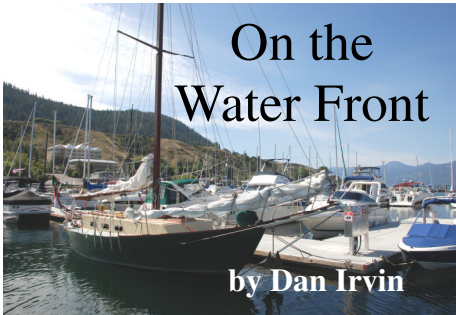
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...and thank goodness

that's where this little gem of nautical happenstance occurred or I might never live it down at this end of the lake. There I was enjoying my last glass of wine and my last jumbo prawn at a window table of the excellent Greek restaurant in Peachland. Across the street riding quietly at anchor was a lovely signal green, double ended, spruce masted sailboat. You may know the one. As the winds were light when I lowered the dinghy to go ashore I elected to leave the large umbrella standing in it's cockpit bracket...What could go wrong...right? Well plenty sailor. If there ever is an Olympic event that involves: a pint of beer; a half liter of wine; a plate of jumbo prawns; an inexperienced waitress; a reluctant debit machine; a seven foot dinghy; an umbrella with a diameter equal to the length of the dinghy; a 50 yard dash; and a few pretty good gusts of wind then I am your man. Realizing it would look a little suspicious if I jumped up from my lovely meal, left a half glass of wine on the table, ran out the door and across the street to a waiting getaway dinghy, I decided to try and explain the situation to the lovely young waitress standing at the till. My umbrella had lifted of my boat in a gust a of wind I said to her and I need to pay in a hurry. The umbrella, which had done a lovely swan dive into the lake and landed perfectly on its canopy, was now waving adios amigo and making a couple knots to leeward. It was then that the waitress

Way down south...



perfectly seriously said that she had to check the voicemail on their sole phone line before she could process my debit or Visa payment because "the machine" wouldn't let her "do it" if there was still voice mail on "the machine".

Stay with me here as this is where the fun starts. A small crowd was now watching the umbrella drift away and I was doing my best to communicate in proper nautical signals with them through the restaurant window that yes it was mine, I did know about it, and that I was coming to the rescue as soon as I paid. Once "the machine" had released me from its clutches I ran the 50 yard dash section of the event. Flinging my dinghy off the beach I did a flying leap into her and started paddling furiously in pursuit of the slowly sinking umbrella. As we were both going downwind and I had a paddle the umbrella's escape plan was quickly foiled and this is where the wine kicked in...and my brain kicked out. It oughta be fun I thought (thought seems a funny word for this process now that I think about it) to see how fast this umbrella could pull me and my dinghy along spinnaker style. For anybody familiar with sail area to displacement ratios go ahead and do the math. 38 pound dinghy and seven foot diameter umbrella. Add no keel and no brain to your calculation. Well the first of the by now building gusts made me realize I should be sitting further aft and as I was shifting ballast the second gust, a little stronger, pretty near pitchpoled the whole flipping boat and crew into the by now building waves. Better judg-

ment crept in here and I rapidly obeyed the skippers orders to "douse the umbrella".

Trouble over right?...wrong, remember the paddle, well I didn't. In my rush to hoist all sail I had laid the paddle abaft the thwarts and athwart the gunnels. (behind the seat and across the boat) Which of course was where is wasn't after I had stowed the umbrella. Now at this point I had two choices: strip down, abandon ship, grab the dinghy painter and tow/swim the whole rig back to the paddle...maybe. The other option was a real crowd pleaser. Now if you have ever tried to paddle a prow front dinghy directly into a strong wind and building waves with a furled seven foot umbrella you'll know what I mean. If you haven't had the experience I would recommend trying it without an audience. For anyone who respects even a smidgen of nautical decorum this exercise is right up there with losing an unattached anchor rode overside in a crowded harbour. Paddling with an umbrella is no where near as efficient as using it as a spinnaker so I had a fair way to go but the gap slowly closed and I was reunited with my main means of propulsion. The crowd roared its approval, well OK one guy clapped, and I made my way back to the ship, raised the anchor, and sailed gracefully, if somewhat embarrassed, off to Reluctant Dragon Cove. I am now attached more than ever to my precious umbrella and it will now be more attached than ever to my boat.

Dan

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Commodore's Note with the letter to the Editor

The council of Westbank is trying to obtain control of the water/mooring and get rid of the house boats. Its a bit like Paddlewheel Park where boats have moored in growing numbers. With growing pressure for moorage its an issue that will need an organized response sooner or later.

Historically, coming out of maritime tradition centuries old, a ships master can drop anchor wherever and the water surface is public up to high water mark.

VYC has a water lease, the provincial government has assigned VYC a surveyed area of the lake's surface, for moorage. Westbank is basically seeking to get control of lake surface all the way out to the middle of the lake off Westbank. They are not seeking a water lease, just control without paying the HUGE fee for a lease. That would be a piece meal parcelling out of control to a small municipality, if all councils are allowed to do this the lake would become a patchwork of little kingdoms. A mess.

Be that as it may- the letter writer has a right to be heard and seems to me it is an issue relevant to members interests. By printing his letter we take no position.

I suggest it be printed -- with Commodores note that VYC takes no position at this time. simply print it for members info

Tim



To the Tiller Topics Editor

August 29, 2010

As a past member of the KYC, and the WYC, and a boater for thirty years on Okanagan Lake, I am asking your readers for support on a situation that is causing me great concern.

I have sent the message seen below to several medias. I'm going to send it to more media and friends and yacht clubs. I would sincerely like your impute. Please help and pass this on to who ever you think might support us.

Just about everyone knows the moorage problem on Okanagan Lake is serious. Now, the legality of jurisdiction on the water has become very serious. A group of boaters have taken a close look at West Kelowna's Water 1 Zone Bylaw # 871.202

We would like to challenge the District of West Kelowna (DWK) on their Water 1 Zone in that they claim their zone covers the entire West Kelowna waterfront to the middle of Okanagan Lake. We submit that such a claim contravenes the federal and provincial jurisdictions.

In other words, we believe West Kelowna is unlawfully claiming water rights they have not obtained from the federal and provincial governments.

They have no business out there on the water. We believe their jurisdiction should only go up to the shoreline, just like every other district, or municipality, or city in B.C.

DWK – W1 Zone Bylaw # 871.202 <http://www.districtofwestkelowna.ca/Modules/ShowDocument.aspx?documentid=3936>

As per Zoning Bylaw # 871.202, the W 1 zone permits moorage only when accessory to the upland parcel.

The term moorage includes anchoring. This means every boater can not anchor for the day or overnight on any of the waters fronting the West Kelowna shoreline unless you own the waterfront property.

Take a look at the map. Read the W1 Zone Bylaw #871.202 carefully.

All West Kelowna waterfront owners can only have one dock, or pier, or wharf, or mooring buoy. A boat house or boat shelter or your own personal houseboat is not permitted. With this zoning bylaw you could be asked to remove what you have built. Granted if you have a previous provincial permit you will be exempt.

The waterfront owners of West Kelowna and all boaters of Okanagan Lake should unite in the legal battle against the W 1 Zone of the DWK. If we do not stop the DWK now, your district or city might be next to pass the same bylaw.

Cont. page 16

Cont. from page 15

All waterfront owners and all boaters in B.C. should unite and give support in the legal battle against the W 1 Zone of the DWK or your lake might be next. A group of boaters have already hired a lawyer, Walley P. Lightbody QC, and are about to hire another lawyer specialized in maritime law to litigate in court against the DWK's attempt at enforcing the W 1 Zone Bylaw # 871.202

We need your help to inform more people and we need your support now.

As you may expect this will be a costly endeavor. The question of the legality of the DWK bylaw is already slated for an early hearing in the B.C. Supreme Court.

We implore all waterfront owners and all boaters in B.C. for financial assistance to stop this willful attack at our federal and provincial rights to navigate our lake. If we lose this court case, precedent will be set to lose anchoring as part of our navigation of all our lakes in B.C.

Please deposit your contributions at any CIBC bank:

Litigation against DWK water zone
Keith Newcomb
Account # 00160/83-84436

Or mail checks to:

Litigation against DWK water zone
Keith Newcomb
101-1860 Richter St.
Kelowna, B.C. V1Y 2M9

For more information, contact:

Keith Newcomb
250-863-3814

againstdkwwaterzone@gmail.com



Kitchen Crew thanks Jeff Griffin at Grillers Meats

We would like to thank Jeff Griffin at Grillers Meats here in Vernon. From the Boat Show in the spring, through to the Rib Off, Hamburger nights and recently the Pig Roast he has provided us with great product and assistance. I would encourage VYC members to stop by his shop at 3405- 30th Avenue.

MJ on behalf of the kitchen crew.

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Summer at VYC



Craig Williams - get-together.

SAILING IN DENMARK

Part 2

Navigation aids seemed to be everywhere. Channel markers were of the utmost importance but they did take some getting used to. Red is on the left, not the right as it is for western North America. It took some concentration in order to break the habit formed here at home. Some areas of the Baltic have a lot of shipping traffic with the inevitable 'shipping lanes' and it was impossible to avoid them. I don't like being anywhere near these freeways at the best of times, but Dieter's method of dealing with them was positively scary. 'Dieter, ah, see that freighter over there, the one that seems to be bearing down on us? How do you want me to handle this?' 'Wait and see what it does' comes the answer. This is followed by as long as I dare stay quiet, then: 'Dieter, don't you think he's getting a bit close??' Answer: 'Wait a bit longer'. And at this point Captain Bondzus would often disappear below... (I think he was just having fun with me!) Then seemingly at the last minute he'd pop up and say something like: 'you can bear off a bit now...' and magically the mighty freighter would pass close but safely by. Lesson learned: keep a close eye on the situation, don't over react and you will avoid sailing a long way off course. At one point Eric piloted right up the middle of the shipping lane between two freighters motoring at 20+ knots in opposite directions. Each seemed to move politely toward the outside to give us extra room. In a land of such a sailing culture, sailing yachts are respected!

Denmark, a beautiful, agricultural country, has 4 million people, 365 islands and at least 200 yacht harbours.

These havns' (pronounced 'howns') are created by rock jetties built out into the sea. Many were tiny fishing villages, although sadly, the Baltic has been over fished and much of the fleet is tied up. Sailors tend to cruise from one harbour to the next. (We did not see much overnight anchoring although we were told that some good spots do exist and did it only once ourselves). So late in the afternoon we normally started looking for a spot to tie up. The Danes use a



Tying up the stern with 'painters'

system of red and green signs posted by each parking spot to indicate whether or not it is free. Green means that the boat with permanent moorage has gone for a while. There is usually a date to indicate when it will return. The spot is therefore free for guests. At this point, it was often the job of Eric and I to set up the aft 'painters' (lines used for mooring) because floating 'fingers' don't often exist. Instead, each vessel must head in between 2 pilings toward the dock. We had to toss a painter with a loop in the end over each piling as the boat entered. Then their length had to be adjusted in order to center the stern. This was supposed to be accomplished by leaning waaaaay over the aft quarter somewhere and heaving the loop as the boat floated past. Performance anxiety! 'Missed again, try again'.



Jutland-Sjælland ferry about to 'eat' a yacht in a shipping channel.

by Bronwen Young

Whenever possible we allowed enough time to walk or rent a bicycle be-

fore dark. The islands were bursting with greenery and flowers. Canola fields of golden yellow covered square kilometres of land sloping gently to the water's edge. Traditional Danish farmhouses with their thatched roofs were tucked into the folds of the gentle hills. Scenic beyond belief. And walking trails everywhere. We never had a hint of the 'private land; stay off' mentality. Instead, care and respect prevailed and the land could be shared. The har-



bours were quiet in May/June but we were assured that come July and August, it would be a very different story. Many sea birds including the usual array of ducks and even swans abounded. Chrischi tells a story of having been woken up at night by a tapping sound. She got up several times to check for flapping lines or loose laundry and, finding nothing out of place, finally tried to get back to sleep. Still the noise continued. Exasperated, she reached out a fist and banged on the hull. This was followed by some indignant cheeping and then the night fell silent. She snuck outside to see a mother duck and her brood paddling away at full speed. They had been looking for algae on the hull.

Cont. page 16

The 2 1/2 weeks we had planned for this cruise went exceedingly quickly! During this time we toured a good portion of the Danish waters and visited or passed by many of its islands. Denmark is a country of the sea. Finally, as we approached the Kiel area, we saw in the distance an armada of sailing yachts heading out for the weekend. We estimated that there were a thousand boats of all sizes and shapes. It was a chance to practice the collision rules as we passed through the fleet. It struck us how amazing it was to be in the middle of one of the sailing meccas of the world. During the time spent with Dieter and Chrischi, our minds were kept occupied with attempting to pick up all the knowledge and tips that they were passing on to us. We experienced winds to force 8 and pretty well every kind of weather, short of snow. Just one day saw us stay in port and this only to avoid the force 10 out beyond the jetty. Even the pea soup fog that descended one afternoon didn't deter us, courtesy of electronics. Eric says that he really values the small things that he learned. How to rig a burgee line that stays firmly put and does not flap. A nifty, adjustable tie down for the boom to use when moored (that can double for a laundry line!). Things that they don't teach in books, the practical stuff that comes with the kind of experience gained over a life time of sailing and that Dieter was so kind as to share. We returned home with an increased sense of confidence and a firm commitment to adventure on our little sailboat. And a to-do list which seems to go on and on...

Bronwen

What is an invasion?

by Patricia Rudersdorfer



It's a party! A party for all!

That is - for all other yacht club members who would like to come?

An invitation is put out to all other yacht clubs to come for dinner and dance (usually Saturday) and breakfast the next morning before departure. Each event will have a theme and dressing up makes it more the merrier. There is a fee and signing up ahead of time is recommended to reserve a slip. Also, carry a copy of your boat insurance, as the club hosting the event may need it.

We went to the Kelowna Invasion for the weekend of August 21st. A few of us went out a day early and stayed at Fintry or Agate bay, others went together Friday morning.

Upon nearing the KYC you can contact them on channel 16 where you're assigned a slip and any directions that you may need. (For those that have never been to KYC before there is two entrances so ask which entrance you should use.)

Our Guide even came out onto the docks to help us find the slip and moor up.

Saturday KYC had a potluck on the dock with each boat bringing a delicious dish, beer flowed along with the music, Tattoos and leather abounded

for the "Bikers and Babes" theme. Kayak races were a thrill for both participants and spectators, and new friends were made while old ones reunited.

In the evening Dinner of BBQ ribs and chicken was devoured. The evening ended up trying to burn off all those calories on the dance floor.

After breakfast on Sunday morning most of the VYC left together to battle their way home in a storm. (But weather conditions on this lake is next months article.)

Each yacht club takes its turn during the summer at hosting an invasion. If you look at the Summer schedule at the VYC's web page or Tiller Topics newsletter next summer you will see that there are invasions with a VYC, KYC, SYC etc beside them. These are the initials for each club that will be hosting the invasions that weekend. Don't laugh too hard - it took me a few weeks to realize Vernon wasn't hosting 5 invasions last summer.

I got to know the VYC members a lot better on our weekend out and discovered a few hidden gems in Kelowna. I hope to travel a little farther a field (or should I say a water?) next summer.

Patricia



Your Lifejacket ...



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Coming Events:

- Pleasure Craft Operator Seminar (PCOC) October 16, 2010
- 13-week Boating Course - commences September 14, 2010
- VHF Radio course October 4 (7:00 - 9:00 pm) and October 9 (9:00 am - 5:00 pm)

See Us on the Web!

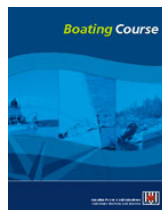
Want to find out more about the Power Squadron and its courses? Check us out on our web-sites: [Vernon Power & Sail Squadron](http://www.cpsvernon.ca) www.cpsvernon.ca

[Canadian Power & Sail Squadrons](http://www.cpsboat.ca) www.cpsboat.ca

Fall, 2010 CPS Course Lineup



Pleasure Craft Operator Seminar Full day course leading to PCOC exam. Course runs 9:00 am until about 4:30 pm on Saturday, October, 16.



The Boating Course This is consistently our most popular course. The Boating Course is being presented on Tuesday evenings for 13 weeks, and commenced September 14, 2010.



The Maritime Radio Course The course leads to the VHF Marine Radio operators certification, the ROC(M), which is legally required to operate a VHF Radio on the water. The course will be presented Monday evening, October 4 from 7:00 pm - 9:00 pm. Also Saturday, October 9, 9:00 am until 5:00.

For more information, and to pre-register for courses, please call Simo Korpisto at

250-542-5525. Register on-line www.cpsboat.ca or www.cpsvernon.ca.

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I would like to introduce myself, I am Alan Barnes and I have lived in Penticton for the past 32 years and have been happily married to Sue for 25 years. We have two children (actually adults).

I was born into sailing in Bedford NS and was sailing with my parents before I could walk. My father had a 45ft schooner and we travelled up and down the Eastern Seaboard. As soon as they let me I was sailing on my own. My father built me my first boat, and International Cadet.

At the tender age of 13 my crew and I won our 1st Canadian and NA championships and was sent to train and race in the World Championships in Poland. By the time I was 16 I had been to Europe 3 times, was a top 10 finisher in the World Championships and was honored with the Nova Scotia Sailor of the Year. While in Europe I was lucky enough to be coached and sail with the English team of which many have gone on to Olympic metals and America's Cup challenges.

While racing I became interested in teaching others to sail and started up

the ladder of Learn to Sail (LTS) in CYA. By the time I entered University I was splitting my sailing between intercollegiate racing and running a mobile sailing school. The school serviced the Maritimes and was co sponsored by Nova Scotia Yachting Association and Olands Brewery.

I mixed my racing between Solings, Fireballs and Offshore. Once I got large enough I started racing Lasers.

After graduation I came to the Okanagan to spend a winter teaching skiing at Apex and fell in love with the Okanagan. I continued working with the LTS and became a level Black or Instructor/Evaluator and represented Western Canada on the National Technical Committee. I honed my Laser sailing skills and qualified for the Laser Worlds in Gulfport Mississippi. I also raced in the Men's NA championships (Mallory Cup) and won a Gold metal at the Western Canadian Games. I coached the BC youth team and there I met a young Ross Macdonald (past Olympic medalist, currently manages North Sails Vancouver).

A back injury ended my Laser racing career. I continued to compete locally and sailing took a back seat to raising a family. I became involved with local LTS programs and served as Commodore at PYC.

Fast forward to 2005 and I was asked by the newly formed Rocket Boats to promote their new Rocket 22. After sailing it I jumped at the chance. For the next 4 years I rediscovered my passion for sailing. I learnt all about the new high performance boats with carbon masts, sprits and booms. There was also new sail and foil shapes, modern gear and lines. I also enjoyed assisting new owners to their boats and helping them to become better sailors and racers.

While working at Rocket Boats I renewed my relationship with North Sails and especially Dave Miller. After I left Rocket Boats, Dave suggested that I take on the sales rep job for the Interior of BC.

On Dave's advice, I started Interior Marine Services and as I listened to

Cont. page 19



Jay Johnson



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Cont. from page 18

sailors, the business quickly morphed into a full spectrum service based business. I was asked to coach along side Peace Glaser for the Sylvan Lake Martin 242 fleet. I found that people wanted expertise advice, solutions and equipment for their boat. With that in mind I partnered with Thunderbird Yacht Sales, Ocean Rigging and Western Marine wholesalers that supply Harken, Samson Rope, Interlux Paints to name a few.

So, if you need a new or new to you boat, sails, furling systems, standing and running rigging, a deck layout for short handed cruising to racing or maybe just need a little coaching, I would be happy to share my passion for sailing with you and your crew.

Alan Barnes
250-486-5766



2010 Calendar of Events for Okanagan Lake Yacht Clubs

| DATE | YC | EVENT |
|-------------------|------------|----------------------------|
| OCT | | |
| 30 | SYC | Halloween Party |
| Year Round | VYC | Friday Night Steak Dinners |



Bouquets of Roses

It is true that there are a number of members of the Vernon Yacht Club who donate hours of their time to create a boating community that promotes “good will” and a genuine warm welcome to new members and those who return from far away places. Such individuals are the

“heart and soul” of our club, and while they may not be mentioned for particular service in the monthly Tiller, they are noticed, valued, and held in positive regard as the “behind the scenes inspiration”. These are the individuals whose ongoing actions emulate random acts of kindness:

“To you we present our club ‘Bouquet of Roses’ with thanks”.

Further, we extend our appreciation for club service this month to...

Cont. page 23

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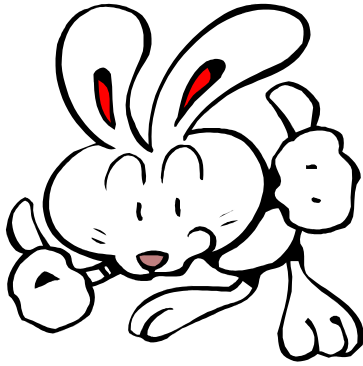
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From page 22



Mike Thomas, for his planning and display of our garden beds with an assortment of color and fragrance ~ lavender, grasses, petunias, clematis, and purple corn flower to name a few. Such a touch to “welcome everyone” to our club! Thank you, Mike, for it takes many hours to plan, dig, and arrange.

Betty Labelle, for her ongoing proliferation of ideas and dedication of time in creating displays for “ambiance” that engage camaraderie at our “special occasions”. We look forward to the upcoming Halloween night, Betty. We can't wait to experience your "lively spirited fun"!



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|---|--|-----------------------------------|-----------------------------------|-----------------------------------|---|---|
|  | | | | | 1 Lounge Hours 16:00-23:00 Friday Night Dinner | 2 Lounge Hours 13:00-17:00 |
| 3 Lounge Hours 13:00-18:00 Hot Rum Races 1:00PM | 4 | 5 Lounge Hours 16:00-20:00 | 6 Lounge Hours 16:00-20:00 | 7 Lounge Hours 16:00-20:00 | 8 Lounge Hours 16:00-23:00 Friday Night Dinner | 9 Lounge Hours 13:00-17:00 |
| 10 Lounge Hours 13:00-18:00 Hot Rum Races 1:00PM | 11  VYC Execu- tive meeting 7:00 PM | 12 Lounge Hours 16:00-20:00 | 13 Lounge Hours 16:00-20:00 | 14 Lounge Hours 16:00-20:00 | 15 Lounge Hours 16:00-23:00 Friday Night Special Dinner | 16 Lounge Hours 13:00-17:00 |
| 17 Lounge Hours 13:00-18:00 Fall Clean Up Hot Rum Races 1:00PM | 18  | 19 Lounge Hours 16:00-20:00 | 20 Lounge Hours 16:00-20:00 | 21 Lounge Hours 16:00-20:00 | 22 Lounge Hours 16:00-23:00 Friday Night Spe- cial Dinner | 23 Lounge Hours 13:00-17:00 |
| 24 Lounge Hours 13:00-18:00 Hot Rum Races 1:00PM | 25 | 26 Lounge Hours 16:00-20:00 | 27 Lounge Hours 16:00-20:00 | 28 Lounge Hours 16:00-20:00 | 29 Lounge Hours 16:00-23:00 Friday Night Dinner | 30 Lounge Hours 13:00-17:00 Halloween Party |
| 31 Lounge Hours 13:00-18:00 Hot Rum Races 1:00PM |  | | | | | |